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MARITIME LAW. By Albert Saunders. Second Edition, enlarged, with a Supplement by Sanford D. Cole on the law of shipping during war. London: Effingham Wilson. 1920. pp. xxxii, 470 + 31.

Fantastic as the life of Lucius Titius, gathered from the ancient Roman references in the Digest, and pieced together by Stammier in his "Aufgaben,"¹ is the checkered career of the good ship *Malabar*, as told by Mr. Albert Saunders in his *Maritime Law*, an enlarged edition of which has recently appeared. Mr. Saunders' purpose, as he tells us in his preface, is not so much to give a profound exposition of the law of admiralty, as to set forth in a readable way the practical operation of maritime law as he has observed it during his long practice in the English Admiralty Courts. To do so he has adopted the unique method of a narrative form; he follows the legal fortunes of his imaginary ship from the time the contract for her construction is entered into with the shipbuilder until she is finally sunk off Ushant, drowning two of her passengers and four of her crew, and the affairs of the Malabar Steamship Company are consequently wound up and a liquidator appointed. The author, following the fortunes of the ship through nine successive voyages, runs pretty completely through the gamut of possible maritime eventualities; and each event lends occasion for a discussion of resulting legal liabilities and a consideration of leading cases in point.

One cannot avoid questioning whether the narrative is the happiest form for an exposition of law. Such a book could never be devoured as summer fiction; at best it seems doubtful whether any one would be lured to read merely because of a desire to follow the fortunes of the *Malabar*. On the other hand, for the practitioner seeking a general treatise on maritime law, or desiring to find the law on some specific point, the narrative method successfully prevents the arrangement of the material in such concise form as to be immediately and easily accessible, — a defect which might be cured, but unfortunately is not, by a full and careful index. Considered, however, as an elementary exposition of English maritime-law largely for the benefit of ship owners and shippers, the book has distinct merits. The law is set forth in fairly general outlines without presupposing an expert's knowledge; and for this reason the book has fulfilled, and will doubtless continue to do so, a very useful function in the commercial world.

Maritime law is a subject of great and growing importance because of the ever-increasing size and costliness of modern ships and cargoes, and will always be of peculiar interest as the outgrowth of a world-wide system of law, cosmopolitan in its nature and international in its scope, and therefore largely free from the provincialities of English common law. In view of the importance of the subject it is remarkable how few good textbooks and adequate treatises on maritime law exist. One therefore welcomes the more the appearance of this new and enlarged edition of Saunders' *Maritime Law*. F. B. S.

THE LAW OF DAMAGES AND COMPENSATION. By F. O. Arnold. Second Edition. London: Butterworth & Co. 1919. pp. lxxxvi, 354, 54.

Since the first edition, in 1913, Arnold on Damages has become the standard English work on the subject. The English courts have never worked out the law of damages as our own courts have done. The twenty-five hundred English cases here cited (many of them not concerned with damages) are an inconsiderable fraction of the cases cited in the latest editions of Sedgwick and Sutherland. Many subjects of importance in the American law are here not even mentioned — avoidable consequences, for instance — or are dismissed

¹ Stammier: Aufgaben aus dem Römischen Recht, p. 183.